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No. 20,398

號八十九百三第第

日二初月十年亥癸

HONGKONG, FRIDAY, NOVEMBER 9TH, 1923.

五期禮

號九月一十年二十國民華中

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### TIME-TABLE

#### WEEK DAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 " "	7.40 " "	" " 10 "	" "
8.00 " "	8.10 " "	" " 10 "	" "
8.30 " "	8.40 " "	" " 10 "	" "
8.54 " "	9.04 " "	" " 10 "	" "
9.04 " "	9.14 " "	" " 10 "	" "
9.11 " "	9.21 " "	" " 10 "	" "
9.20 " "	9.30 " "	" " 10 "	" "
9.30 a.m. to 11.00 " "	every 10 minutes	Stop	" "
11.30 " "	11.40 " "	" " 10 "	" "
12.30 p.m. " "	12.40 " "	" " 10 "	" "
1.00 " "	1.10 " "	" " 10 "	" "
1.13 " "	1.23 " "	" " 10 "	" "
1.30 " "	1.40 " "	" " 10 "	" "
1.50 p.m. to 4.00 " "	every 10 minutes	Stop	" "
4.00 " "	4.10 " "	" " 10 "	" "
4.30 " "	4.40 " "	" " 10 "	" "
4.50 " "	5.00 " "	" " 10 "	" "
5.10 " "	5.20 " "	" " 10 "	" "
5.30 " "	5.40 " "	" " 10 "	" "
5.50 " "	6.00 " "	" " 10 "	" "
6.10 " "	6.20 " "	" " 10 "	" "
6.30 " "	6.40 " "	" " 10 "	" "
6.50 " "	7.00 " "	" " 10 "	" "
7.10 " "	7.20 " "	" " 10 "	" "
7.30 " "	7.40 " "	" " 10 "	" "
7.50 " "	8.00 " "	" " 10 "	" "
8.03 " "	8.10 " "	" " 10 "	" "
8.10 " "	8.20 " "	" " 10 "	" "

#### SUNDAYS

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 " "	7.40 " "	" " 10 "	" "
8.00 " "	8.10 " "	" " 10 "	" "
8.30 " "	8.40 " "	" " 10 "	" "
9.00 noon " "	9.10 p.m.	" " 10 "	" "
1.00 p.m. " "	1.10 p.m.	" " 10 "	" "
2.30 " "	2.40 " "	" " 10 "	" "
4.30 " "	4.40 " "	" " 10 "	" "
5.30 " "	5.40 " "	" " 10 "	" "
6.30 " "	6.40 " "	" " 10 "	" "
6.50 " "	7.00 " "	" " 10 "	" "
7.10 " "	7.20 " "	" " 10 "	" "
7.30 " "	7.40 " "	" " 10 "	" "
7.50 " "	8.00 " "	" " 10 "	" "
8.03 " "	8.10 " "	" " 10 "	" "
8.10 " "	8.20 " "	" " 10 "	" "

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### TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	7.10	8.35	9.15	10.28	12.00	1.18	2.32	4.34	5.27
Yau Ma Tei dep.	6.51	7.18	8.43	9.23	10.36	12.08	1.27	3.01	4.43	5.37
Shatin dep.	7.03	7.30	8.55	9.35	10.48	12.20	1.39	3.13	4.55	5.50
Tai Po dep.	7.17	7.44	9.09	9.49	11.02	12.34	1.53	3.26	5.08	6.03
Tai Po Market dep.	7.22	7.49	9.24	10.04	11.17	12.49	2.08	3.40	5.22	6.17
Fanling dep.	7.33	8.00	9.25	10.05	11.18	12.50	2.19	3.51	5.33	6.28
Sheung Shui dep.	7.38	8.05	9.30	10.10	11.23	12.55	2.24	3.56	5.38	6.33
Shum Chun dep.	7.44	8.11	9.36	10.16	11.29	13.01	2.30	4.02	5.44	6.39
Shek Lung dep.	7.44	8.11	9.36	10.16	11.29	13.01	2.30	4.02	5.44	6.39
Canton arr.	...	...	...	5.04	...	...	...	...	...	...

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Canton dep.	...	...	...	...	...	...	...	...	...	...
Shek Lung dep.	7.22	8.06	9.28	10.37	11.40	12.58	4.36	5.12	6.05	6.30
Shum Chun dep.	7.29	8.13	9.34	10.44	11.47	13.05	4.43	5.19	6.12	6.37
Sheung Shui dep.	7.33	8.18	9.38	10.48	11.51	13.10	4.49	5.25	6.17	6.41
Fanling dep.	7.43	8.29	9.48	10.58	12.02	13.21	5.01	5.33	6.27	6.51
Tai Po Market dep.	7.47	8.34	9.54	11.03	12.07	13.27	5.08	5.37	6.31	6.55
Tai Po dep.	8.00	8.47	10.05	11.16	12.21	13.40	5.23	5.50	6.44	7.08
Shatin dep.	8.14	8.59	10.18	11.28	12.34	13.53	5.37	6.02	6.56	7.20
Yau Ma Tei dep.	8.27	9.09	10.28	11.38	12.44	14.01	5.45	6.10	7.04	7.28
Kowloon arr.	...	...	...	...	...	...	...	...	...	...

### SHA TAU KOK BRANCH.

Fanling dep.	7.45	11.20	2.50	6.30	Shataukok dep.	8.30	10.15	1.05	5.00
Shataukok arr.	8.40	12.35	3.15	7.15	Fanling arr.	7.35	11.10	2.00	5.55

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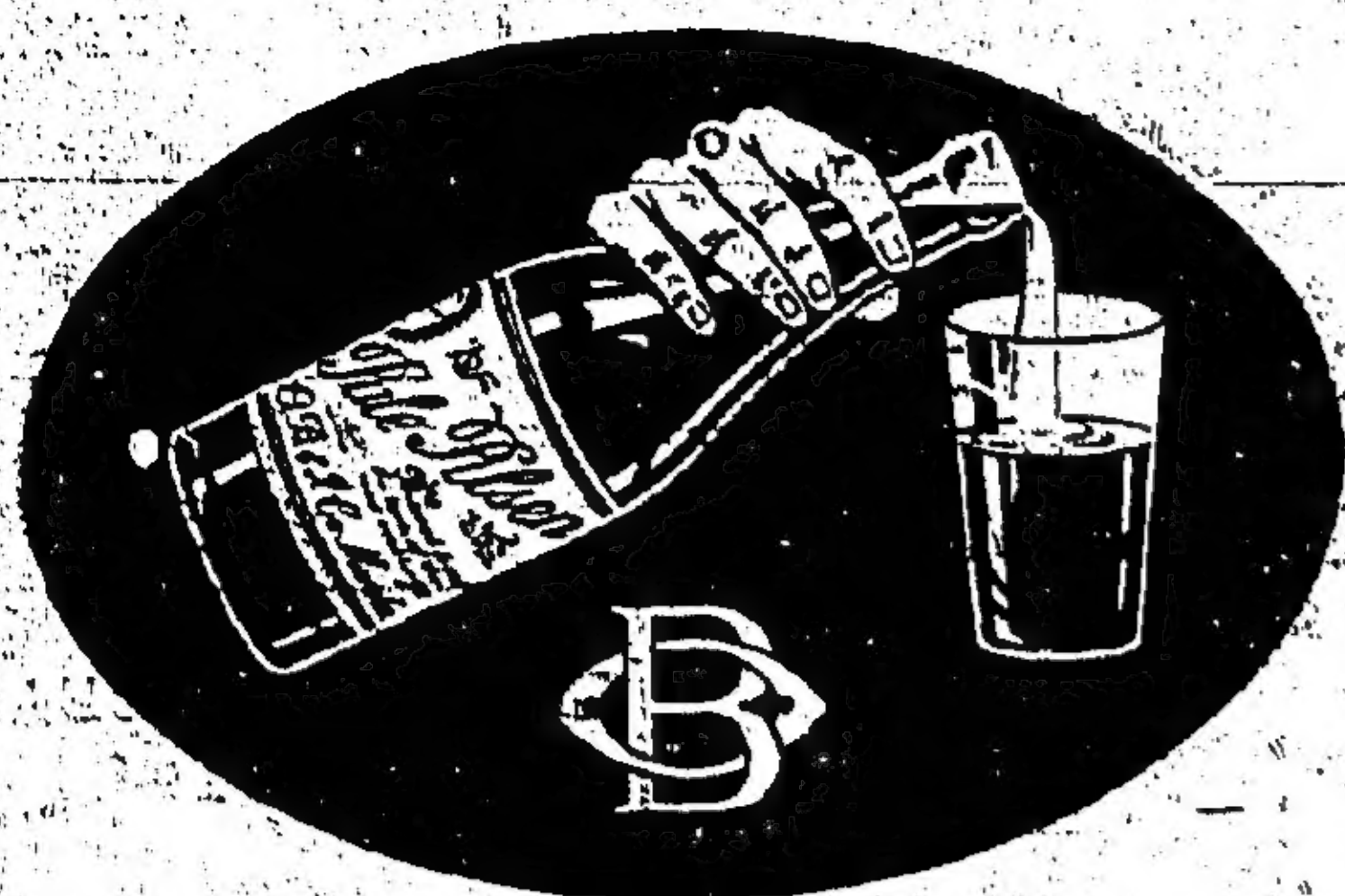
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CONTEMPT FOR LAW.  
AN INCREASING EVIL.

In his presidential address to the members of the Law Society, in congress at Plymouth, on October 2nd, Mr. R. W. Dibdin dealt mainly with the modern attitude towards the law. If law was that social agreement between neighbours and members of the same State on which public order and happiness depended it could not be denied, he said, that man-kind was to-day in no very secure position. What was perhaps worse, never perhaps before had law stood so low in public estimation. There might be various reasons for this, but the principal one was that whereas in all different forms of the early community the concept of law involved the idea of something fundamental that must not be altered or even challenged, that must be respected in all the changes from noble to popular government and vice versa, now the whole conception had been altered, and law had become to a great extent a matter not of principle but of expediency. There was no sacred background, and with the elimination of religion the whole basis of society had become precarious and indeterminate.

## SANCTITY OF LIFE AND MARRIAGE.

Let them ask themselves what was the world's view generally on two of the great fundamental questions—reverence for marriage and for human life. It was idle to pretend that public opinion on these subjects was not undergoing gradual change. The attacks on marriage came mainly from people of education and culture, and the principle of contempt had happily not yet reached the poor. Although they often disregarded current rules about matrimony they had never ceased to respect those who kept them. Let the gallery of any melodrama be witness to this. But for many of the elite marriage, once a divine ordinance made in heaven, had even ceased to be a civil institution: it was to be a matter of purely private taste and convenience. In no civilised community could this sheer individualism win the day. Unless we returned to the horde or pack promised by Communism there must be rules for civil wedlock, for legitimacy, and for inheritance. Yet the traditional sanctities were plainly decaying. In lieu of sheep-like convention men and women prided themselves now upon selfish eccentricity. Modern fiction was admittedly to a considerable extent one huge commentary on the problems and scandals of domestic life and the inevitable triangle; and what used to be considered as merely decent and respectable was now slightly referred to as "early Victorian."

As for human life, in modern times the tendency was to cheapen its value. The extremist so-called reforms were to a great extent based on a ruthless system of thinning out. The chief victims of the French Revolution came from the proletariat. Lenin, in the Cheka official massacres of over a million and a half of the peasant class, believed in the same necessity if Communism was to be made a success. Only a few weeks ago we were informed in a report submitted to the annual meeting of the American Bar Association by a special committee dealing with law enforcement that since 1890 85,000 Americans had lost their lives from being poisoned, shot, or stabbed, or from otherwise unlawful injuries. It was estimated that during last year there were 7,500 murders and 6,700 cases of manslaughter, making a total of over 14,000 cases of unjustifiable homicide, in the United States. The committee attributed the increase in crime to the "apathy and indifference of the American people." It was surely a very serious symptom of the trend of opinion that law was now thought to be something which might be properly "jockeyed" or evaded if it could be done with impunity. The lawlessness of the American boot-legger was a new feature in civilisation. Never before had the honest middle-class entered into systematic law-breaking as a pastime or even as a duty. Law was to many, perhaps to most of them, a subtle study, a great profession, an engaging and intricate science. But it was also, in a nobler sense, the highest and most essential product of man's moral conscience and social instinct. Rightly, perhaps, divorced from religion, it was nevertheless in a sense always supernatural, and could not be safely degraded to a mere matter of expediency, compromise, or improvisation.

## EVIL OF LEGISLATIVE COERCION.

There was great danger of the greater issues in which law supported current morality being compromised by unedifying disputes about legal coercion in lesser matters. Law making should not become a perilous see-saw between the party in power and the reactionaries who would soon take their place. (Hear, hear.) One plain reason for the present contempt of law was the indiscreetness of lawgivers in their futile attempt to make men perfect. Law once reserved for putting the lunatic and criminal into strait waistcoats was now employed to put ordinary folk into leading strings. But if it did the one, it obviously could not do the other: if it prescribed the minimum of social morality upon which all men dwelling in community were agreed, it could not possibly with any safety try to enforce a moral maximum, an ideal of conduct, a counsel of perfection upon which all men would never be agreed. Should the use of nicotine be stopped by Act of Parliament, and should the carnivorous habit be restrained by law, as the Emperor Asoka, the great Buddhist legislator, tried to do two centuries before Christ? In a world of selfish agents coercion was needed to induce right conduct. Yet the law must look to morality for instruction. All summary laws came under the category of coercion; like Socialistic experiments their history was an unbroken record of failure. At various times the State had thought fit to poke and pry into domestic concerns or into matters that should be left open to private choice. Social reformers should pause before they enlisted the co-operation of law (which implied an outward coercion but no inward conviction or change of heart) to advance their cause. After all law could do nothing to prevent bad

acts which brought their own penalty, like intemperance, or acts which public feeling and religious sanction had already condemned. The legislator should not waste his time in combating evils which he was in the end powerless to stop; he should leave their uprooting to custom and habit, to the national religion and its ministers, who, unarmed by any actual force, could, therefore, the more readily convince their hearers on matters of right and wrong. It seemed clear to-day that the venerable position held by law could only be retained if it ceased to meddle in the legitimate domain of private freedom and to further extreme measures of social reform. It behoved the defenders of law as a public blessing, as the art of right living binding on all citizens alike, not to minimise these dangers, to utter no platitudes about human progress and human brotherhood, but to endeavour to analyse and if it might be, to remedy the admitted evils of our present state. (Cheers.)

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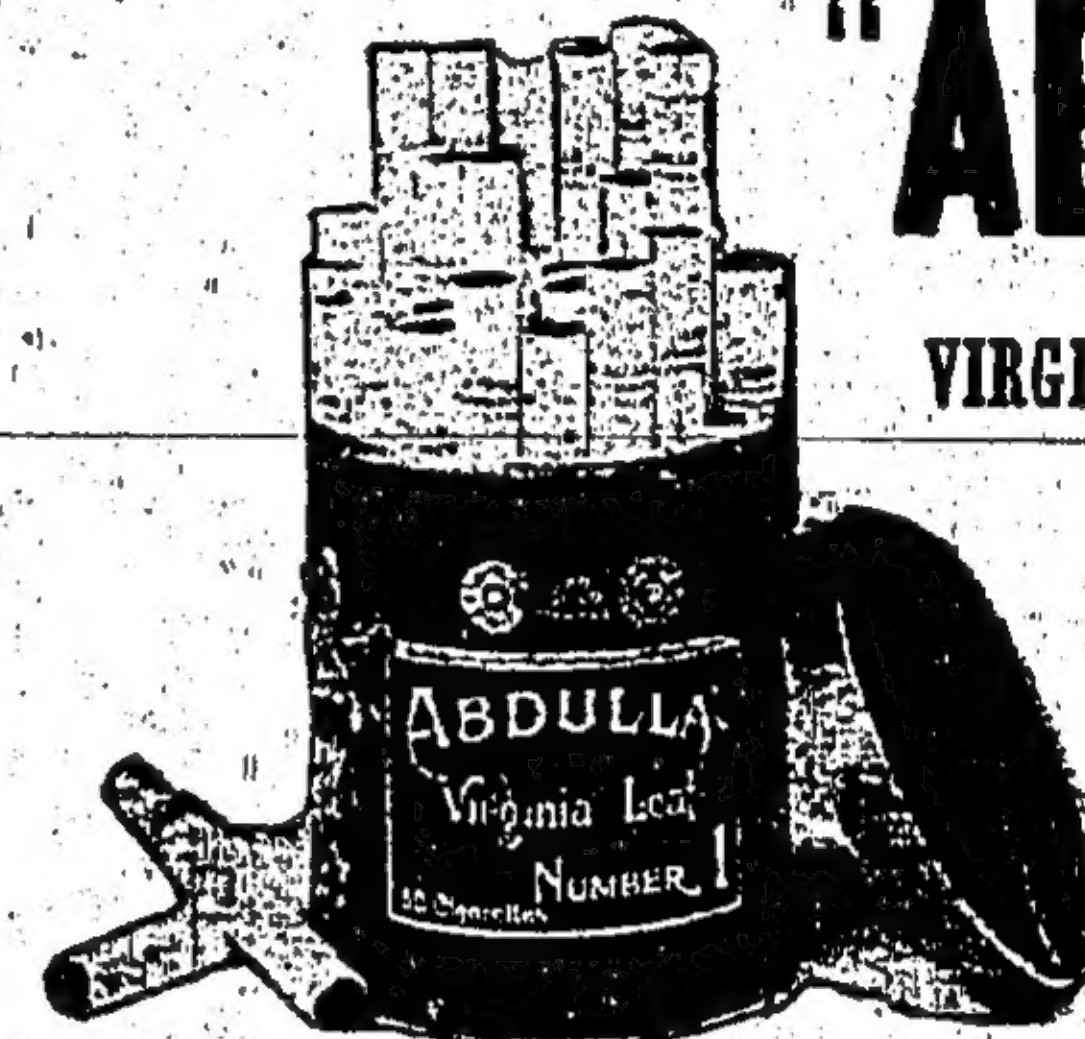
## HANG LEE CYCLE CO.,

39, HATHONG ROAD, KOWLOON.

Next to PALACE HOTEL.

## "ABDULLA"

VIRGINIA CIGARETTES No. 1.



A NEW BRAND JUST  
IMPORTED.

THE BEST CIGARETTE TO BE HAD IN THE COLONY.

AT A VERY REASONABLE PRICE:—

\$1.00 PER TIN OF 50s. \$0.20 PER PKG. OF 10

SMOKE ABDULLA CIGARETTES.

AND BE SATISFIED.

A Coupon will be given to Cash customers of 1 tin ABDULLA  
Cigarettes Virginia Leaf No. 1 (50s.)

Upon the return of 30 Coupons, we will send you, free,  
1 BBB Gold Mounted Best Amber Cigarette Tube in case.

## TABAQUERIA FILIPINA,

38, Queen's Road Central.

Phone Central 3559.

SOLE AGENT FOR THIS BRAND.

## DO NOT WAIT

until your good health is impaired, but take steps to keep it up to  
the mark. Remember that ailments apparently trifling may very  
soon develop into serious illness. Do not hesitate to take

## BEECHAM'S PILLS

on the first appearance of any distressing symptoms. They will  
do more to establish and maintain your general health than any  
other means you can employ. For a

SLUGGISH LIVER, SICK HEADACHE, INDIGESTION,

CONSTIPATION, LOSS OF APPETITE,

and the depressing nervous conditions that arise from these

troubles, there is no more reliable remedy than Beecham's Pills.

## ASAHI BEER

(SPECIALLY BREWED FOR EXPORT)

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.





**THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.**  
Tel. Central 236. 2, Queen's Buildings.

SOLE AGENTS FOR  
**BELL'S UNITED ASBESTOS CO. LTD.**

MANUFACTURERS OF  
"Victor Metallic," "Dagger," "Quadruple" and  
"Reefor" Packings  
Bell's Asbestos Compositions.  
"Salamander" Engine & Cylinder Oil.  
"Salamanderite Jointing."



## ICY-HOT BOTTLE.

A Useful and Much Appreciated  
Present for All Occasions.

**THE CHINA DISPENSARY**  
82, QUEEN'S ROAD C. TEL. PHONE C. 2598.

## Just Arrived by S.S. "PORTHOS"

CAMBERT CHEESE  
REBLOCHON'S SAVOIE CHEESE  
ROQUEFORT'S SURCHOIX CHEESE  
GRUYERE SUISSE EXTRA CHEESE  
PRAMEZAN EXTRA CHEESE  
SAUCISSON DE LYON (LYON SAUSAGE)  
MORTADELLA SAUSAGE IN BLADDERS  
FRENCH SMOKED BACON  
SALT ANCHOVIS IN BARREL  
BLACK LARGE OLIVES  
RUSSIAN & HAMBURG C. F. S. Co.  
BLACK CAVIAR IN TINS.

## THE FRENCH STORE,

9, Beaconsfield Arcade. Tel. Central 794.

## SOMETHING NEW FOR CHRISTMAS

### AT THE SWATOW LACE CO.

NEW PATTERNS of Swatow Laces and Drawn Work.  
BEAUTIFUL Shawls, Capes, Scarfs, Dresses and Underwear.  
FINE CARVED Ivory, Mother-Pearl, Tortoise-Shell and Amber Beads,  
Pendants, Bracelets, Brooches, Mah-Jong, Lanterns, Lamp-Shades and a  
GREAT ASSORTMENT  
OF  
NEW GOODS ARE GOOD  
FOR  
XMAS PRESENTS.

INSPECTION INVITED! 17a, Queen's Road Central.

## SOME DISTANCES IN THE SOUTH CHINA SEA AND PHILIPPINE ISLANDS

By Capt. G. H. PENNEFATHER.  
On Sale at—  
BREWSTER & Co., Pedder Street.  
YE OLDE PRINTERIE, Ltd., Queen's Road.

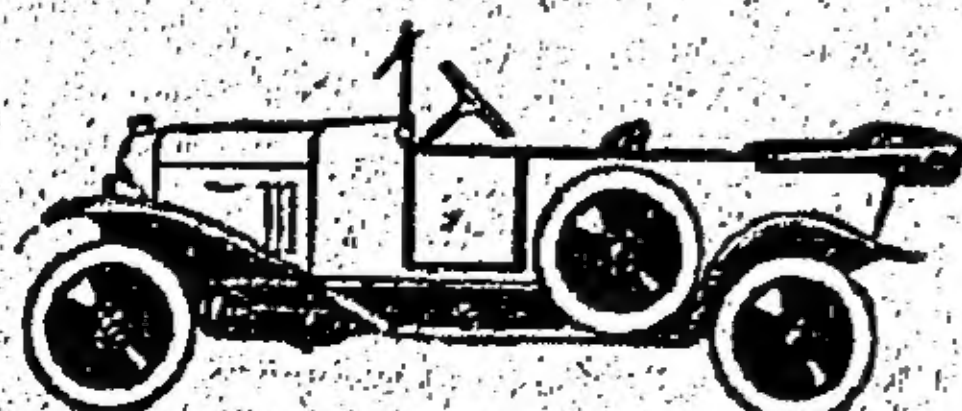
## The CITROEN.

The Last Word in Car-Economy  
RUNNING COSTS LOWER.

Less Tyres Less Oil  
Winner 3 years running 1920-21-22. Grand Prix for Low Consumption.

Cars for Sale:

**LEPACK CO., LTD.**  
60-62, Queen's Rd. C.



## THE COMING OF HIGHER BUILDINGS LIVERPOOL AND LONDON.

"I am interested to hear from the announcement in the *Manchester Guardian*, Mr. Delissa Joseph, F.R.I.B.A., said recently in an interview with a representative of *The Observer*, 'that in the proposed new building for the Holt Line in Water-street, Liverpool which is to be carried out from the designs of Mr. Rowe, the company have the option to carry it up to a hundred and fifty feet in height. But with regard to the claim that if this option is exercised the new building will far overtop the Royal Liver building, I am afraid it does not quite fit in with the facts.'

Mr. Aubrey Thomas, the architect of the Royal Liver building, informed me that his building stands a hundred and seventy feet above the river bank, containing ten storeys, whilst there are five storeys in addition in the square portion of the tower, the total height of the Royal Liver building to the top of the tower being three hundred and twelve feet, and thereby constituting the highest secular building in this country.

There is also in Liverpool the Tower building, a hundred and twelve feet in height to the top of the parapet, and with the tower rising to a height of a hundred and fifty-three feet from the street level. Still the proposed new building of the Holt Line, if carried up to a hundred and fifty feet, will be a welcome arrival for those who, like myself, are in favour of higher buildings.

LONDON CLAIMS FROM 30 TO 124 FEET.  
"The movement for higher buildings for London had its origin in a suggestion thrown out in *The Times* in January, 1920, that, in view of the demand for accommodation in central London being difficult to satisfy, the time had perhaps arrived when the existing restriction of height to eighty feet from the pavement level, with two storeys in the roof above, might be extended."

The attention drawn to the subject has undoubtedly led the London County Council to adopt a more receptive attitude, and they have actually, since 1920, permitted Sir J. Burnet to carry up his building, Adelaide House, London Bridge, to a height of a hundred and two feet, and Mr. Campbell Jones to carry up his building, in King William-street to a height of a hundred and ten feet in the centre, whilst they have permitted Messrs. Helme and Corbett, the American architects, to erect Bush House to a height of a hundred and six feet on the Strand frontage, and to a hundred and twenty-four feet on the rear frontage, and it is understood that this building will eventually have a central tower which will be a hundred and forty-four feet above the street level. Thus in three years we have already climbed from eighty feet to a hundred and twenty-four feet.

NOT "SKYSCRAPERS."  
"There is no point of contact between the higher building I have advocated and the skyscraper. The skyscraper is anything between five hundred and seven hundred and fifty feet in height. The highest of the higher buildings advocated by me would be a hundred and fifty feet high only in the case of buildings facing parks, the river side and open spaces, and a hundred and twenty feet only in the case of buildings facing streets. So that, for instance, in Oxford-street, which is eighty feet wide, a building should be allowed one and a half times the width of the street, giving the height of a hundred and twenty feet. And it is obvious that such a development, besides increasing the accommodation for business in the centre of London by fifty per cent., would proportionately increase the rateable value of Central London. With this enormous increase of rateable value the local authorities could readily raise municipal loans, and employ these loans firstly for the widening of existing congested thoroughfares, and secondly for the clearance of slum areas and the erection thereon of healthy blocks of dwellings for the working-classes, BRIGHT BUILDINGS AND ANOXYR LIGHTS."

"If a revision of the administration of the Building Acts as regards the question of heights is to be pursued, it will be necessary at the same time to hand the question of the revision of the law on ancient lights, which is founded upon the Prescription Act of 1832, giving to a window the right of being regarded as an ancient light if it has enjoyed uninterrupted access of light for twenty years. It is not contemplated to take away these rights, but to establish a procedure which would economically and promptly define their purchasable price, so that they should not stand in the way of the adequate development of London."

## A "SPEAKING FILM."

### INTERESTING TRIAL IN BERLIN.

A private demonstration of a new "speaking film," which has been invented by three Swiss physicists, was given in Berlin on September 24th. Though the invention is still in its elementary stages, it opens up a clear line of advance in the production of a successful speaking picture plant.

In order to secure the synchronization of sound and movement, a new microphone is introduced, by means of which the sound waves are converted into electric waves, which, in their turn, produce fluctuations of light in an electric lamp. These are reproduced by photography as small horizontal lines, in varying degrees of density and thickness by the side of the main film. When the film is shown on the cinematograph, the reverse of this process takes place, the sound being finally transmitted to the screen by an ordinary telephone wire and reproduced through a loud-speaking receiver.

The success which the invention has obtained is largely due to the last-named apparatus. A comparison was made between the playing of a piece of orchestral music on an expensive gramophone and its transmission through the loud-speaking receiver. The telephone was proved to be superior, the note, and even all the nuances of the stringed instruments which were being played in another part of the building, being reproduced distinctly.

## HONGKONG SHARE MARKET CLOSING QUOTATIONS

NOVEMBER 8TH, 1923.  
Hongkong and Shanghai  
Banks ..... 31,100 ss.  
Canton Insurance ..... 3630 ss.  
H. K. C. & M. Steamships 740 1/2 b.  
"Star" Ferries ..... 458 1/2 b.  
China Sincere ..... 723 1/2 b.  
Langkai (Combined) ..... 334 1/2 b.  
Shanghai Dock ..... 334 1/2 b.  
Hongkong Land ..... 430 1/2 b.  
Hongkong Hotels ..... 427 1/2 b.  
Humphreys Estates ..... 423 1/2 b.  
Cement ..... 426 1/2 b.  
Hongkong Ropes ..... 404 1/2 b.  
Dairy Farms ..... 432 1/2 b.  
Watsons ..... 429 1/2 b.  
Hongkong Electric ..... 432 1/2 b.  
China Lights ..... 413 1/2 b.  
Hongkong Trams ..... 424 1/2 b.  
"S. of" Transports ..... 40 1/2 b.  
Construction ..... 418 1/2 b.  
b.-buyers; s.-sellers; ss.-sales.

## "GLEN" LINE, LIMITED.

### NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, AND STRAITS, ETC.

THE Motor Vessel

"GLEN GARRY"

having arrived from the above ports, Consignees of cargo by sea are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th November, 1923, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 9th November, 1923, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 2nd November, 1923. [1519]

## THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO', LONDON & STRAITS.

The Steamship "BENMOER"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 7th November, 1923. [1536]

## C. E. WARREN CO., LTD.

SANITARY ENGINEERS,  
MONUMENTALISTS, &c.

OFFICES & GODOWNS, 98A, Wanchai Road.  
Tel. No. 269. HONGKONG.

## JUST RECEIVED A NEW SUPPLY OF "S" & "P" TRAP CLOSETS.

All kinds of Builders' Requisites in Stock for immediate delivery.

Estimates Free for all kinds of Sanitary Work.—Monumental Works, in Italian Marble and Hongkong Granite.

A New Stock of Artificial Wreaths Just Arrived—From 18" to 8' Diameter.

GENERAL REPAIRS PROMPTLY ATTENDED TO. [1468]

CALABASH, B.E.B., LOEWES,  
DUNHILL, and FRENCH

BHARI PIPES

In all Shapes, ranging from \$1.50 each

Call and See them.

## HONGKONG CIGAR STORE, LTD.

When in doubt about your eyes or your glasses—Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

## THE NEW HONGKONG CIGAR STORE.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

## "JUST AS SOFT AND FLEECY AS WHEN 'T WAS NEW!"

YOUR FAVOURITE AUTUMN  
SHAWL, JUMPER, COSTUMES,  
EVENING GOWNS AND WRAPS  
CAN BE RESTORED TO THEIR  
ORIGINAL SMARTNESS

BY GIVING OUR

GENUINE DRY-CLEANING  
SERVICE A TRIAL.



## THE STEAM LAUNDRY CO.

HEAD OFFICE and WORKS, YAUMATEL, Tel. K 32.  
HONGKONG DEPOT: 16, Stanley Street, Tel. C 1279.

54, Prays East.

KOWLOON DEPOT: 15, Canton Road.

CANTON: 18, Shaki Central, East.

## GREAT REDUCTION SALE

FOR 15 DAYS ONLY.

From October 25th to November 10th.

## ALL KINDS OF LADIES' FANCY GOODS

including Swatow Drawn Work, Canton Embroidery,  
Hand-made Laces, Ivory-ware, Beaded Works, etc., etc.

DON'T MISS THIS OPPORTUNITY.

## CHINA DRAWN WORK CO.

(YUEN CHEONG)

40, Queen's Road Central.

## PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

Tel. 2127.

94A, WANCHAI ROAD.

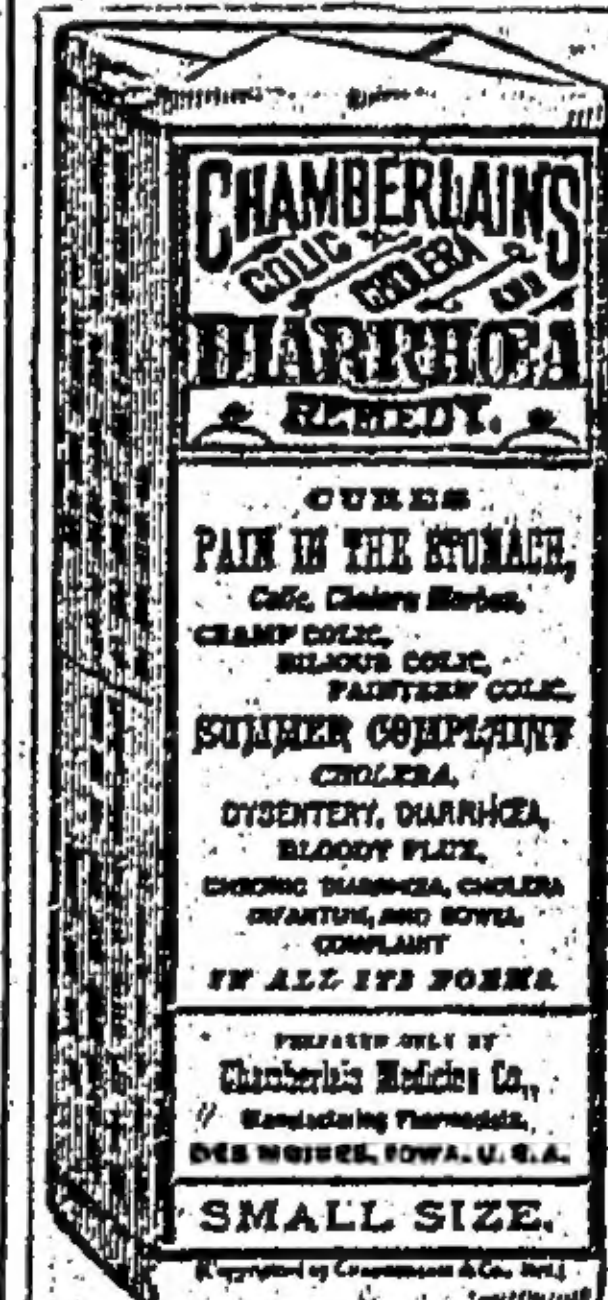
## "DO BE CHAIRFUL" COMPANY

Makers of Durable Seagrass and Rattan  
Furniture, in which the harmonious blending,  
exclusiveness and artistic designing are so  
pleasingly evident.

A visit to our Store at

51, QUEEN'S ROAD CENTRAL.

will convince you of the "3-in-1" principle  
successfully applied.



## Chamberlain's Colic and Diarrhoea Remedy

Cures

Pains in the Stomach,  
Diarrhoea, Dysentery,  
Colic and Bowel Complaint.

Sold Everywhere

## PERFUMERY

Manufactured by

RIGAUD, PARIS.

"AIRE EMBALSAMADO"

"MARY GARDEN"

"HORA CARINOSA"

"DULCE MIA"

"LILAS DE RIGAUD"

Obtainable from

VICENTE ATIENZA,

16, Nathan Rd., Kowloon.

Telephone K155.





## INTIMATIONS

## NOTICE OF REMOVAL

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

## DANCING

## PALACE HOTEL

## THE POPULAR JAZZ BAND

B.M.S. "DESPATCH"  
Will Play at the above Hotel on  
SATURDAY, the 10th NOVEMBER.

DANCING—9.15 P.M.

18540

## BILLIARD HANDICAP

## PALACE HOTEL

1st Prize—Gold Wrist Watch, valued \$100.  
2nd — Silver Cup. 30.  
3rd — — — 15.

COMMENCING NOVEMBER 15th, 1923.

ENTRANCE FEE—\$3.00.

ENTRIES WILL CLOSE ON 13th, NOVEMBER.

Intending Competitors communicate with—  
J. H. OXBERRY,  
Palace Hotel.  
[1841]

## HONGKONG BOXING ASSOCIATION.

FIRST TOURNAMENT OF THE SEASON.

MONDAY, NOVEMBER 12th, at 9.15 P.M.  
at the  
THEATRE ROYAL.

## MAIN EVENTS

15 Round Contest for the Welterweight  
Championship of the Colony and the  
Scott Johnston Belt:  
A. B. DIXON, Sgt. TRIBE,  
H.M.S. Cicada R.G.A.

10 Round Lightweight Contest  
A. B. HINES, Pte. FLYNN,  
H.M.S. Diomede 2nd Battalion, The  
King's Regiment.

Also  
One Heavyweight, One Middleweight, One  
Bantamweight and One Featherweight Con-  
test Each of Six Rounds each.

BOOKING AT MOUTRIE'S:  
Members on the 8th November.  
General Public from the 8th November.

## USUAL PRICES.

A BAND WILL BE IN ATTENDANCE.  
NEXT TOURNAMENT—1st Dec., 1923, at the  
THEATRE ROYAL. [1838]

## WANTED.

FURNISHED or UNFURNISHED  
HOUSE, Peak or Middle Levels.  
Apply Box No. 1535,  
c/o Daily Press Office.  
[1536]

## FOR SALE OR TO LET.

"THE TOWERS," 20, BROADWOOD ROAD.  
Furnished or Unfurnished, Five bed-  
rooms with Bathrooms, All Modern Con-  
veniences, Reception Room, Smoking Room,  
etc., Garden and Tennis Court.  
Apply—Linstead & Davis,  
Alexandra Building.  
[1547]

## FOR SALE.

HOUSE on the PEAK, Furnished or  
Unfurnished, 6 Rooms, 2 Drying-  
rooms, 4 Bath Rooms, Hot and Cold Water,  
Newly Decorated and in Thorough Repair.  
Occupation—March, 1924.  
Apply—Box No. 1531,  
c/o Daily Press Office.  
[1531]

## FOR SALE.

HOUSE on the PEAK, overlooking South  
side of the Island, Occupation April  
1924. 3 Reception Rooms, 3 Bedrooms, 3 Bath-  
rooms, 2 Drying Rooms and usual Offices,  
Tennis Court and Large Garden—is all over  
33,000 square feet.  
Apply Box No. 1529,  
c/o Daily Press Office.  
[1529]

## TO LET.

WHOLE GROUND FLOOR and BEST  
OFFICE ROOMS in 1st Floor of  
the House, No. 5, DUNDAS STREET.  
Apply to SUNG TAI,  
No. 1, Queen Street.  
[1498]

## TO LET.

OFFICES in UNION BUILDING—One  
Room on Fifth Floor.  
Apply  
UNION INSURANCE SOCIETY  
OF CANTON, LTD.

## THE CHINESE MERCHANTS

## BANK, LTD.

## 司公銀有行銀商華

## HEAD OFFICE:

## Alexandra Building, Chater Road.

## GENERAL Banking and Exchange

## Business transacted.

## Loans granted on approved securities.

## Current Accounts opened and Fixed

## Deposits received at rates which may be

## ascertained on application.

## The Bank also conducts a Savings

## Department.

## K. O. LAU,

## Chief Manager.

## MR. WEATHERBE AMONG THE

## BRIGANDS

## THE ESCAPE DISCOVERED.

## PRIEST CAPTURED AND HELD

## AS HOSTAGE.

Below Mr. Weatherbe continues his thrilling narrative, relating the events following his escape from the bandits and the attitude of the bandits when his escape was discovered:—

By five o'clock I had negotiated a very precipitous subsidiary gorge and dropped down on the little hamlet some 1,000 feet below, but in this operation I lost my last tin of "Brand's." In a hut I found two "Mingchao" women, who could speak no Chinese, but I managed, eventually, to procure from them, a few eggs which they cooked in a filthy broken iron pot, apparently the only utensil in the miserable establishment. My throat was so dry from the cocaine that I could hardly swallow, but I had taken so much of it that at the time, I felt little thirst.

It was nearing sunset when I pushed on, and down, into the bottom of the great box-like gorge and by dusk I had reached another tiny collection of huts, at the head of some very wet paddy land, which extended straight away down the canyon to where I could see that it opened some three miles further on, into a wide valley of plain. The people here were also Mingchao and not very friendly, but I secured from them three more eggs which, after boiling hard, I eat, and drank the hot water, as there was here also only one pot to cook with. Then having procured some straw from the old man of the house, I lay on my mackintosh—now dry—and tried to sleep. Though utterly exhausted, my nerves kept me constantly on the "qui vive," and I spent a miserable and sleepless night, my discomfort being accentuated both by the vermin with which I was infested, and by clouds of mosquitoes. I had secured a box of Chinese matches, and these I kept constantly lighting to see the time as I now began to fear pursuit and wished to leave as soon as I could see. Finally, at 3.30 a.m., I could stand it no longer and I set off by starlight, down the paddy land, trying vainly, in the dark, to stick to the narrow ridges between the rice fields. I must have fallen some ten or twelve times, and on several occasions remained where I fell, for at rest, I was dead tired. Daylight came suddenly and mercifully, and a little after 5 a.m. I reached a small half-Chinese village at the mouth of the canyon and at the edge of the great plain above mentioned. It was a beautiful prospect, with lightly wooded hills on either side and thickly cultivated throughout its whole extent. An occasional temple on the hillside added to the picturesque of the view. My voice, I found, was nearly gone, and I rested here in a house till after seven. With great difficulty, due to the suspicions of the people, I procured the services of a lad as a guide, I being unable to get a mule or a donkey to ride—and set out in the general direction of Pingchuan, over 120 li away. I had at first thought of making for Wase on Talifu Lake, but had given up the idea as I felt, first, that the great mountain that lay between me and the Lake would have effectually defeated my best efforts, and, secondly, that in case of pursuit Wase would be a spot where the brigands might try to intercept me. I decided, therefore, to try a middle course across the hills towards the southern end of the Lake and towards Hsiakuan.

A LEVEL ROAD.  
The road lay fairly level with only slight rises, for some three hours, and then a very steep hill lay in front, at the top of which, so the boy informed me, roads branched to Pingchuan and to Hsia Kuan. Although I managed to drag along at about two miles an hour, on the level, I could only just manage to climb the hills with the full aid of my stick. Toiling wearily up this last steep incline, with frequent rests—the boy had dawdled behind to pick mushrooms—I was nearing the crest when suddenly I saw a figure to the left of the track regarding me from the top, and though I hardly dared look a second time I realized that he had a rifle in his hands. What attracted me most was a round, blue-lined straw hat which he wore and as I looked again, in a sidelong way, it was with a distinct sense of nausea that I recognized I felt sure, a certain pock-marked guard who had been my almost constant attendant among the brigands. He had always been a cheerful individual, but now a sardonic smile wreathed his lips as much as to say, "Well, you have taken a lot of trouble to join us again." Besides intense chagrin, my chief feeling was one of wonder, that, after my extraordinary exertions, the brigands had found it possible to reach this exact spot in time to head me off. I observed that he made no threatening motion nor did he move his rifle, which by the way was not

pointed at me, and he seemed to be talking over his shoulder with someone behind him whom I could not see. From the first I had never stopped in my slow progress nor had I more than glanced at the figure but I was the whole time acutely conscious of every thing that passed within range.

Having gained the crest I stopped out of breath and there, before me, was a little tent with half a dozen or more armed men, obviously either soldiers or bandits who had recently been soldiers, for most of them wore uniforms. The first figure then joined the group, and I perceived, with sudden but only partial relief, that he was not my erstwhile companion of the smiting but pitted countenance. I took the bull by the horns and asked if they belonged to the Pingchuan garrisons and they answered in the affirmative. After giving me some hot water, which I drank greedily, they led me down to a small village, close by, where the main patrol was billeted, and there I was received with open arms by an N.C.O. in command. He readily acquiesced to my request to proceed at once and volunteered to provide me with an animal to ride. This was fortunate as I could not have walked much further. Instead of making direct for Hsia Kuan as I had intended they said that they must accompany me to Pingchuan, which was their headquarters. I was not, even then nor in fact for most of the afternoon, absolutely certain that they were not deserters turned bandits, or soldiers in league with my hand, but I was too weary mentally to labour the point and we set out immediately. The route lay during the whole afternoon across high sunlit grassland and the day became burning hot. Twice I had to get off and rest in the shade of a village and only just managed to stick on the sorry nag till we arrived, about five o'clock in the afternoon, at Lo Kuan Ying, a town in a long fertile, well-watered valley some three hours from Pingchuan. My food since 5 p.m. on August 12th (it was now 5 p.m. on the 14th) had consisted, besides the cocaine and mill-tablets of a few eggs only, but here I managed to get some Chinese cakes and quantities of weak Chinese tea, which I consumed as fast as it cooled as I lay on a bench in a tea house, surrounded by the entire population of the village. The soldiers' escort, numbering six, were for pushing on, and had obtained for me a fresh pony, but I protested that I could move no further. Eventually they managed to procure a two-man litter in which I was carried in to Pingchuan and reached the yamen at that town at 9 p.m. the same evening.

Here, I was most hospitably treated by the magistrate and his friends and given hot milk, eggs and fruit. They wanted me to rest here a day or two, but I insisted on pushing on, and I left at 6 a.m. the next morning (August 15th) in a "hsa kon" or litter, with an escort of some 25 soldiers. The way lay over a most villainous mountain track towards Hsia Kuan. We stopped at midday for food, and the chair coolies, who had had enough of it by then, took the opportunity of bolting. They tried impressing goat-herds and other wretched individuals met with on the road, during the afternoon, but they were sorry substitutes for trained chair coolies and I had to walk most of the way, till we reached a market village about 6 p.m. Here I gave up the unequal contest of trying to remain in the chair and also abandoned the chair itself which, being merely a contraption of bamboo, had collapsed under the united efforts of amateurs. As dusk fell we started, on foot, over a more villainous road than before. Darkness came apace, and I think that the last thirty li, into Hsia Kuan, was physically as trying an experience, as any of the varied journey that I had had. Relief at escape, however, must have been a strong sustaining force and eventually I obtained an opium lamp from a wayside coolie. Assisted by its faint glimmer, and with a soldier on one side and my old assistant, on the other, I literally staggered into Hsia Kuan at midnight on August 15th, just 71 hours after leaving the brigand camp.

A HOSPITABLE RECEPTION.  
At the British American Tobacco Co.'s establishment, although the Europeans were away, I was most hospitably received and again given hot milk and eggs. For the first time in 31 months I slept on a bed, and for the first time in more than a month I had a bath—a most refreshing steaming bath—and after all, what luxury can really approach a bath!

Next morning (August 16th) I was carried on a mountain chair into Talifu where I rested and recuperated in the most hospitable Mission of the C.I.M. for 15 days before starting for Yunnanfu, on the last stage of an ill-fated journey. I had lost just over 30 lb. in weight, while a "guest" of the bandits, and badly needed the rest and attention at Talifu.

At Talifu I was much interested in getting first hand information of what transpired in the brigands' camp after my departure. I have already related that there was with me in captivity a young soldier, who had formed part of the original escort, when I was taken, and that one, Chiao, the Chinese cook from the Mission, had joined us a few days before my escape. It was customary for these two individuals to wait upon me and provide hot water, etc. Early on the morning after my sudden departure they discovered by my "stuffed" bed, that I had fled in the night and immediately decided to leave the camp themselves, to avoid having their throats cut by the brigands. They left together, making their way openly down the path through the camp, which led to the little Catholic Mission at Tapingssan. At the last tent, some five li from where I had been sleeping, were guards who asked them where they were going. They immediately answered, "To the mission to get supplies for the 'Ying' (foreign official) meaning me! "Oh, all right," responded the guards, "bring us some good things too," and the two continued down the hillside and shortly after separated.

The soldier reached Talifu the following evening, having caught up with Father Savin a half hour before entering the town and he must have travelled almost continuously day and night to accomplish the journey in that time.

The other, so he told me, had only travelled by night for the first two days and arrived at Talifu by crossing the Lake from Wase, getting in to the town on the day following my arrival there. He said that he had followed what he thought must have been my route and it appears that he did at one time actually come into my tracks, for he was told by an old woman at a wayside tea house, about one day from Pingchuan, that I had passed that way, and had sat down there to rest. This was true.

At the moment of these two leaving the camp the brigands were unaware of my departure but they must have discovered the flight almost immediately after, as by 10 a.m. that morning, August 13th, they had arrived at the mission and had taken Pere Degeneve prisoner, accusing him of complicity in my escape. This, of course, was his first knowledge of the fact. When I saw Pere Degeneve some ten days later in Talifu he said that the brigands, especially the leaders, were furious at my escape and at once sent out about 200 of their members in various directions to scour the country side, and offered a reward of \$200 for my recapture, dead or alive. On August 16th they struck camp and set out with their new prisoner for Szachuan, evidently having given up hope of getting their demands granted. Also, by this time, I suspect that they were nervous of the large number of troops which were congregating in the region. On the 16th, they came into the neighbourhood of some 300 soldiers of the "surrounding" force and in taking another route to escape a conflict they ran into another body of about 400 soldiers, on the 17th. The first party of soldiers, who had followed in pursuit, had no connection with the second lot and it was chance, not design, that placed the brigands between the two parties. In the battle that ensued the band were temporarily dispersed and the whole of their mule transport with baggage and loot were taken by the soldiers. Also, some 40 of the brigands were said to have been killed, those captured being immediately slain by the soldiers. The brigands had two days previously sent in a notice to the authorities at Talifu, stating that if the soldiers attacked them they would immediately kill Father Degeneve, but this note, which came first into the hands of Father Savin, in Talifu, had not arrived there when the battle took place. Five men had been placed with rifles round Father Degeneve's mule when the battle started, but he in some way managed, during the confusion, to hide among the bushes, and in disclosing himself to the soldiers was nearly shot by them. He said that his treatment by the soldiers was worse than by the brigands, the former refusing even to give him a blanket at night although they not only had all of his things, but mine and the brigands' as well. A woman consort of the brigand chief, Yang Yu, Lin, (also known as Yang Chiang Shuen), was taken captive and brought in to Talifu by the soldiers and she stated that Yang had been wounded in the battle. This I was unable to confirm.—N.C. Daily News.

In company with O. R. Conles, H.B.M. Consul at Tengyueh in Western Yunnan, and two missionaries, we left Talifu on September 2nd, and reached Yunnanfu on September 16th. We had been supplied with an escort of some 90 soldiers by the Chinese General commanding at Talifu, but about 50 of these troops were always about half a day behind us, in charge of their own baggage mules!

It was, as may be imagined, with an enormous sense of relief that I finally passed under the West gate of the city of Yunnanfu on September 16th.

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# **CHEUNG CHAU FERRY LAUNCH MISSING. PIRACY SUSPECTED.**

**FRUITLESS SEARCH BY WATER POLICE AND NAVAL AUTHORITIES.**

The Cheung Chau ferry launch *Lee Fat*, which left that island for Hongkong at 7 p.m. on Wednesday, is missing. She did not arrive at Hongkong and is believed to have been pirated. This theory is in a measure confirmed by a report which has been made to the police by the master of a fishing junk who states that as the launch passed his junk near Ping Chau Island, moving in the direction of Hongkong, he heard shots being fired on board. As the ferry did not leave Cheung Chau until 7 p.m. it would be quite dark when this reported incident occurred, and the master of the junk soon lost sight of the vessel. Acting with great promptitude the master of the junk put into the harbour and made a report of what he had heard to the Water Police who promptly set out to search for the ferry launch.

All the police launches that could be spared from patrol work were instructed to scour the harbour and neighbouring waters in search of the vessel. All creeks in the vicinity of Hongkong and up the coast of the New Territory were searched, whilst the usual course between Hongkong and Cheung Chau was thoroughly searched as were also the neighbouring islands.

Shortly after midnight the police authorities decided to carry their searches further afield; but as there were heavy seas running outside the police launches were not considered safe for the job. The aid of the Naval authorities was sought, and the Naval tug, the *St. Monaco*, was placed at the disposal of the police. In this vessel, manned by a number of police, the search was carried as far as Rina Bay, a bay which is a well known pirate resort. Throughout the night the search was continued and well into the morning, but no trace of the missing launch could be found. At 1 p.m. the Naval tug returned to port and the police to their well-earned rest.

Hardly had they returned when a message was received from Green Island to the effect that the missing launch had been sighted passing the island making for the harbour. Police were sent down from Central Station to the Wing Lok Street Wharf where she usually lands her passengers, with the object of carrying out a search of passengers, crew, and ship. Press reporters also collected on the wharf eager to pick up the threads of the story. Police launches were also sent out to meet the vessel and to accompany her into the harbour. But, much to the general disappointment, the ferry did not put in an appearance. Neither did the police launches succeed in picking up the ferry. The police, however, did not give up the search and continued to roam the waters in the vicinity of Green Island in search of the reported launch. To make sure that the boat had not returned, they also carefully examined all launches moored to the Praya and those at the coaling station at Yau Ma Tei. At 6 p.m. the boat could not be accounted for.

The *Lee Fat* is well known to Europeans as many have travelled by her to Cheung Chau, though she is practically a new launch on the service. She was specially engaged by the *Kai Fong* of Cheung Chau to meet the demands of the islanders for an increased service between Hongkong and the Island, and made the run to the Island from Hongkong at 5 p.m. daily, leaving Cheung Chau on the return trip at 7 p.m. On this occasion she was carrying four first-class and twenty second-class passengers, all Chinese. One of the first-class passengers is said to have been carrying a large amount of money, estimated at \$3,000. He is said to be a member of a well-known Chinese firm in Hongkong and had been sent to Cheung Chau that day to collect accounts. If the vessel was pirated it is presumed that it was prompted by knowledge of this and that the pirates boarded the launch as passengers at Cheung Chau, though if this was the case, it is rather strange that their presence was not noticed, or did not prompt a careful watch over them, as all people travelling between Cheung Chau and Hongkong are well known to the crew and to those who witness the embarkation.

In some quarters it is thought that the vessel has not been pirated at all, but that she has been commandeered by some lawless gang of soldiers belonging to either General Cheng, Ching Ming, or Dr. Sun Yat Sen for work on the rivers, and that after this has been completed she will be returned to Hongkong. This, of course, scarcely takes it out of the category of a piracy and, if it is so, whoever is responsible will doubtless be made to realize that it is not tolerated in the waters of a British Colony.

# **HONGKONG HORTICULTURAL SOCIETY.**

**ANNUAL MEETING.**

The annual general meeting of the Hongkong Horticultural Society was held last evening in Messrs. Stewart Broad office, Charter Road. Mr. H. B. L. Dowbiggin, President of the Society, presided and there was a large attendance of members.

**TRIBUTE TO THE LATE MISS WALLACE.**  
The Chairman said: Ladies and Gentlemen,—Before I proceed to address you on general matters, I feel sure you would desire to have placed on the records of the Society our deep regret at the recent sudden death of Miss Wallace and our sincere sympathy with her sorrowing relatives. As one who has been Hon. Secretary and President of the Society for various periods, I can assure you that her loss is no small one to the Society—and with this all past officials will be in entire agreement. Her work was of a very unobtrusive character for she always desired to keep in the background and it was sterling work, and we shall find it very difficult to replace her. It is thanks to her that members received this report as is the absence of a permanent Hon. Secretary I had feared it would be impossible to get it issued. Miss Wallace was working in the interests of the Society up to within a few days of her death.

**THE YEAR'S DIFFICULTIES.**  
It is some 10 months since you did me the honour of electing me President of your Society, and I feel that I have not altogether justified your confidence and that this period has not been too fruitful of work in the furtherance of horticulture in the Colony. For this I crave your indulgence. We have carried on under some difficulties. For a considerable portion of the time we have been without an Hon. Secretary, and no less than four gentlemen have acted as Hon. Treasurer, and of the Committee there has always been a large proportion on leave. I am glad to report, however, that Mr. A. Piercy has consented to continue as Hon. Treasurer, and I will take this opportunity to thank him and Mr. Aueett for their good work in obtaining new members and collecting subscriptions. Whilst on the subject of subscriptions the Hon. Treasurer will be glad if members will, as far as possible, send in their subscriptions for this ensuing year without waiting for the shroff to call round. It is very difficult to collect small subscriptions especially from those living in outlying parts of the Colony. I am pleased to say that Mr. E. B. C. Hornell, in spite of his other interests, has kindly promised to undertake the duties of Hon. Secretary. He is very keen and energetic and I am sure the Society will have a successful year and trust that all members will back him up and give him all possible assistance. (Hear, hear.) His name and that of Mr. Piercy will be proposed and put to the meeting in due course.

The annual report has given you very full details of the show and position of the Society. Of course, we shall be glad to hear of any who are willing to become Life Members by payment of \$100.00. I shall be glad if any member present has any ideas or helpful suggestions to make to the incoming committee he will do so now. With these remarks I beg to propose the adoption of the report and accounts as presented to you and will be glad if some one will kindly second this.

Mr. PLUMMER, On behalf of the members I would like to associate myself. Mr. Chairman, with all you have said. With regard to the late Miss Wallace, I would like to say that as Treasurer of the Society for over two years I can truly endorse all the remarks you have made. I have very much pleasure in seconding the adoption of the report and accounts. The motion was carried unanimously.

**ELECTION OF OFFICERS.**  
In proposing the election of Mr. Ho Kom-tong as President of the Society for the ensuing year, the Chairman said: Mr. Ho Kom-tong had, for years, been a large exhibitor and winner of prizes at the Society's show. "He takes a keen personal interest in his garden and matters horticultural—and this Colony owes quite a debt of gratitude to him for the many new kinds of flowers he has from time to time introduced—as he is always trying out fresh varieties, etc." I hope he will have a successful year of office and that his election as President will have the effect of inducing more and more of the prominent Chinese ladies and gentlemen to join the Society, and what is more important, exhibiting at the shows.

Mr. N. L. Watson seconded and the motion was carried with applause.

(Continued at foot of next column.)

# **SPORT.**

**FOOTBALL.**

**KOWLOON F.C. v. POLICE.**

The following team has been selected to represent the Kowloon F.C. in their 1st Division League match to-morrow against the Police on the Kowloon ground at 4 p.m.:—Stewart, Wheeler and Knight; Leonard, McKelvie and H. Wheeler; Cleme, Morrison, Mason, Cooke and Duncan.

**KOWLOON v. R.C.A.**

In this 2nd division League match on the Kowloon ground at 2.45 p.m. on Saturday, the home team will consist of: Beach, Morton and Urquhart; A. W. Brown, Randle and Taylor; East, Millard, Spary, W. H. Brown and Ramsay; Reserves: Vickers and Pike.

**H.K.F.C. RES. v. ST. JOSEPH'S.**

The following will represent the Club Reserves in a 2nd division match with St. Joseph's on the Club ground to-morrow (kick-off, 2.45 p.m.):—J. Wilson; D. Lyon and J. Peart; J. A. Douglas, S. Gaird and J. Gardner; Barclay, A. Ferguson, E. W. Raiton, A. Roberts and V. Ramsay; Reserves: Patton, Williamson and Summers.

**GOLF CHAMPIONSHIP AT SHANGHAI.**

**THE SEMI-FINALS.**

The golfing public took a great deal of interest in the semi-finals of the Shanghai Golf Club's championship which were played at Kiangwan last Sunday, says the *N.C. Daily News*. Quite a number of spectators were present, being attracted by the expectation of seeing a very close match between J. B. Ferrier, the holder, and J. L. Crompton, whose form seemed to suggest that he had a better chance against Shanghai's most redoubtable player than any one else. Unfortunately towards the end of last week Crompton went off his game, and it was not until the second half of the match, when he was already badly down, that he showed glimpses of his true form. He succumbed to Ferrier to the tune of 12 and 11. The other semi-final was between A. Gray and C. Richards. During a considerable proportion of the match Richards led by a small margin, but Gray's wonderful steadiness, even in the face of adversity, pulled him through, and he won by 3 and 1.

**ARMED ROBBERY.**

An armed robbery took place in Queen's Road West, first floor, on Wednesday night. The place, which is a marine delicacies shop, was entered by six robbers, three of whom were armed with revolvers. The inmates were bound and gagged and the robbers got away with \$2,100 worth of loot.

**BORDER FIGHTING.**

Five wounded Chinese soldiers arrived in Hongkong from Ping Wu on Wednesday. This place is in Chinese territory about 40 miles from the border and is also known to Hongkong people as the birth place of the late Mr. Lau Chi Pak. The soldiers this time belong to General Chen Chung-ming's forces, not, as in the previous instances, to Dr. Sun's forces.

Mr. Ho Kom-tong, in returning thanks for the honour accorded him, said that he would do his best to promote the interests of the Society. He felt that to do this he would have to rely greatly on the kind assistance of the Committee and the Hon. Secretary, which would be given, he felt sure, whenever he required it. (Applause.)

On the motion of the Chairman, seconded by Mr. S. L. Sim, Mr. A. Piercy was elected Hon. Treasurer.

Mr. E. B. C. Hornell was elected to the office of Hon. Secretary on the motion of the Chairman, seconded by Mr. E. S. Morrison.

The following members were elected to the Committee on the motion of Mr. Gibbs, seconded by Mr. A. Breckinridge—Mrs. Aubrey, Mr. Harrington, Messrs. H. Green, Chao Po-sien, N. L. Watson, E. L. Sim, P. P. de V. Soares, J. P. Robinson and J. A. Plummer.

The meeting closed with a vote of thanks to the retiring President, Mr. Sim, in submitting the motion, said they owed Mr. Dowbiggin a deep debt of gratitude not only for his services last year but for many years past; in fact they regretted that he was no longer holding office.

Mr. Dowbiggin, replying, said he appreciated all that had been said but he felt conscious, as he had said in his speech, that he had not done as much as he would have liked. He thought it was about time that there was a change. This was all the business before the meeting.

# **INTERPORT ROWING AT SHANGHAI.**

**THE RACES DESCRIBED.**

We take the following reports of the races at Henli, in which Hongkong competed, from the *N.C. Daily News*—

**INTERPORT FOURS (11 MILES).**

Shanghai though getting a bad start soon drew away and in the first minute had a good half-length lead. When a mile had been completed Shanghai was a clear boat's length ahead of Tientsin and about the same distance separated Tientsin from Hongkong. From this point onward the race was more or less a procession, and Shanghai won from Tientsin by a full length of daylight between. Times—Shanghai 0.34.3-5, Tientsin 0.23.3-5.

**INTERPORT SCULLS (11 MILES).**

Schweitzer on the Quinsan side of the creek took the lead from the very beginning and being never challenged, raced home the victor in 10.31.1-5, over 43 seconds ahead of Morton whose time was returned as 11.14.3-5. Moore for Hongkong made a valiant effort to keep up with Morton, but had to be content with third place.

**INTERPORT EIGHTS (11 MILES).**

This race furnished more of a thrill than was expected. Hongkong got away first from a splendid start and rowing a fast stroke and pulling beautifully together led Shanghai for the first half mile of the course. Hongkong gradually slackened their stroke from 35 to 36 down to 32 and at the mile mark both crews were rowing at this rate. Hongkong at this point having a slight advantage of some ten feet. From now onward, however, Shanghai obtained control and swinging in perfect unison drew gradually further and further away, getting first gun by about a length and a quarter in the time of 8.40. Hongkong's time being announced as 8.45.3-5.

**INTERPORT PAIRS (1 MILE).**

The Interport Pairs, though resulting in an easy win for Shanghai, was not devoid of interest, for the two visiting crews put up a very good race for second honours, which fell eventually to Tientsin. The times were: Shanghai 7.37.2-5, Tientsin 7.43.3-5.

**MORPHINE IN CHINA.**

**LEAGUE OF NATIONS AND DRUG TRAFFIC.**

[FROM "THE TIMES" CORRESPONDENT.]

GENEVA, September 27th.

Opium is usually a subject which attracts a large attendance, but this morning its magic failed, and the usually half-empty benches received the report of the Fifth Committee.

The most important fact since last year is that Turkey has agreed in the Treaty of Lausanne to adopt and enforce the Opium Convention of 1923, and as a result will be invited to nominate a representative on the Advisory Committee which has been studying the question for the past three years. Another fact of importance is that the American delegation which attended the Committee has agreed to summon a conference of representatives of the Governments concerned to apply Part II. of the Convention, and to fix limits for the importation of raw opium for smoking into Far Eastern territories.

It is also suggested that this Conference should be followed by another, to include all parties to the Convention of 1923, and all members of the League, which may conclude an agreement on the limitation of the manufacture of morphine, heroin, and cocaine, and on the production of raw opium to the amount required for medicinal and scientific purposes. The two conferences have the hearty approval of the British Government.

Speeches showed that the League has made really good progress in arresting the post-war increase in the consumption of these drugs. The Chinese delegate showed how serious this has become when he stated that the effects of morphine-taking in China are today worse than those of opium-smoking under the old régime.

The Jam Bahadur of Nawangar was able to report, however, that opium production in India has been cut down by half, and that, though its medicinal use was ineliminable, the drug was closely controlled by Indian Ministers in the British State and by the Government of India in the Native States. The effort India has made may be gauged by the fact that the decrease in the traffic has cost her one-fifth of her revenue. Granted the different conditions prevailing in Eastern and Western countries, the control of opium traffic is in a fair way to efficiency, and the chief need is ratification of the Convention by those States which have not yet done so. Incidentally, the participation of the United States in this part of the League's work has given its delegation a sense of the League's value, and is a hopeful augury for wider collaboration in future.

In the afternoon the resolutions bearing the sounding title of "Intellectual Cooperation" were adopted. They amounted to a request to the Council to refer to the proper Committee the question of equal recognition in all States of secondary education diplomas; the creation of an international university, and the foundation of a higher education established in all States; members of the League, whose diplomas shall be valid in all such States. The Council held a long session this afternoon, but upon the draft of the live questions to be submitted to the International Court no agreement could be reached. This depressing result, in due, I believe, to the recent and definite instructions to the Italian delegation not to give way. Signor Mussolini is in no mood for concessions.

On the other hand, Poland and Czechoslovakia have agreed to submit their frontier differences to the International Court for an advisory opinion, and thus in potential cause of friction is temporarily removed.

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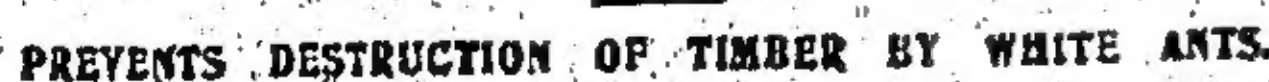




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the view of the increase of divorces and separations, and the widespread agitation to extend the facilities for divorce, and in view of the differences of interpretation among Christian people of our Lord's teaching regarding divorce, the Federal Council should appoint a committee to examine the teaching of the New Testament and to state what, according to it, (a) is the true nature of marriage; (b) whether there are two (or more) valid interpretations of His teaching on marriage and divorce; (c) whether marriage is always indissoluble or whether divorce and re-marriage are allowable; for example, in the case of adultery; and further (c) to state whether, in the conditions of modern society and medical knowledge, any and what other relaxation of the marriage bond is or would be in accordance with the mind of Christ as revealed in the New Testament, and how far Christian idealism which are binding upon members of the Church of Christ can be made the basis of Christian action for a not wholly Christian world.

A committee was appointed to make the inquiry indicated in the resolution.

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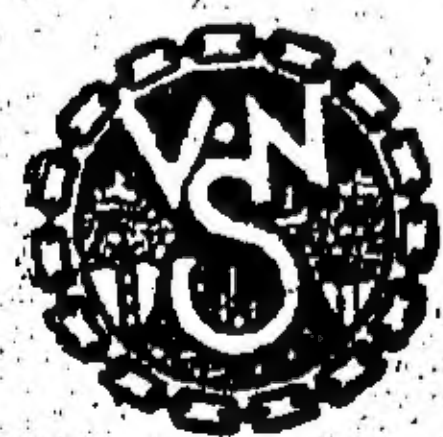


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Taking cargo for Belgium, Netherlands, Germany and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

S.S. "ZOSMA" Arrivals from Europe. 22nd Nov.  
S.S. "OLDEKERK" 18th Dec.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OOSTERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	12th Nov.
"OLDEKERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	24th Nov.
"ZOSMA" ...	Rotterdam, Amsterdam, Hamburg & Bremen	27th Dec.

For full particulars please apply to—

Yok Buildings JAVACHINA JAPAN LIJN.

### £7,000,000 BULLION RECOVERED.

STORY OF THE SALVAGING OPERATIONS.

Bullion worth £7,000,000 has been recovered from the *White Star Line* *Laurentic* (14,892 tons), which, while on service as an auxiliary cruiser, was torpedoed and sunk fifteen miles off Lough Swilly, in January 1917. The story of the salvaging operations, as published in a London paper makes interesting reading.

The bullion has been taken, £1,000,000 at a time, on board a destroyer, to Chatham, whence it has been brought secretly and guarded to the Bank of England.

In the strong room of the *Laurentic* were bars of gold worth £6,000,000, consigned to American bankers, as well as about one million in silver specie—mostly two-shilling pieces. Practically all the specie has been recovered and only thirty gold bars remain. In the wreck salvaging operations were started in 1918, in which year 600 bars were recovered. Nothing further was done in 1919 and only eight bars were brought up in 1920, operations consisting mainly of clearing the wreck. The record of recovery in 1921 was 300 bars, in 1922, 800 bars, and this year, so far, 1,050 bars have been sent up. Each gold bar weighs not less than 14lb., and not more than 20lb., and is worth from £1,400 to £2,000, according to the standard of gold.

A DIVING SPEAR.  
Not content with the recovery of 300 bars of gold in 1921, the Government shipped on board the *Racer*, a professor who had impressed the Admiralty with a scheme for locating the gold with a device which operated something after the manner of a diving rod. The diver was armed with a special spear, with which he prodded the sand and mud covering the wreck. On the deck of the *Racer* was a galvanometer, connected up with wires. When the diver's spear touched metal the needle of the galvanometer veered to the right.

Very anxious is the life of a diver who has been engaged, 30ft. down where the wreck lies. The risk of faintness, of turning turtle and rising rapidly, feet foremost, to the surface, presents dangers, but the diver is also subject to sudden attacks daily by huge dogfish, and deadly fights take place. Each man going below is armed with a big, powerful knife.

Three divers are on board, but before any one of them descends an officer goes down and first surveys the position of the wreck, which daily changes owing to the explosion of blasting charges. On his return to the surface, the first diver goes overboard, walks down the rope ladder, and casts off. He drops straight down, and it takes him about one minute to reach the bottom. An officer clocks his departure, and his spell below at work is never more than forty minutes. Within his helmet is a telephone transmitter and receiver, and he works to order.

It takes a diver twenty to thirty minutes to come to the surface, so that he is under water for about an hour. He comes up 10ft. and then rests about five minutes, holding on to the shot line. Then he comes up a further 10ft., rests, and in this way ultimately reaches the surface. The diver's life is in grave danger if he comes to the top too quickly. Two accidents happened this year. In one case the heavy, leaden shoe of a diver came off, and he came shooting up straight to the top. A loose shoe was also the cause of the other accident. A second diver went down to assist his mate to make it fast, and while stooping, in diver's language, he had a "kink," the weights round his neck, and back, and chest dropped off, and he came to the top feet uppermost. The poor fellow was seen bobbing about on the surface, 10ft. astern, and was nearly dead when he was hauled aboard.

When salvage operations are in progress the *Racer* hoists a flag which warns all other ships not to approach within a mile radius. Water being a sensitive conductor of sound, the heat of the propeller of an approaching steamer would almost send a diver mad. The best wind for salvage purposes is from the south, and on favourable days the diver can see the bed of the sea through the windows of his helmet for a radius of a mile. Two or three small wrecks may be seen. A swell creates darkness at the bottom and diving work is practicable. The diver gets a share of 1-32nd part of the value of all he recovers.

"DULL BRICKS."  
Last year the *Racer's* share was 1-16th, but so much was recovered that the authorities reduced the rate of prize-money to 1-32nd part. The divers and everybody on board, from the captain down to the cabin boys, expect a good bonus this year. Into a bucket that is lowered to the bottom the diver packs the bars of gold. When there are twelve in the bucket, the bullion officer gives the "Up bucket," and the gold is hauled to the surface.

In appearance the bars resemble dull bricks, and one lying in a roadway would attract no attention. The recovered treasure is dealt with by a "scratching gang," who work under the bullion officer's supervision. Four bars are placed in a box. Each box is numbered—starting A 1 to A 100, B 1 to B 100, and so on right through the alphabet. The *Racer* returns to Portsalon, Lough Swilly, between five and six p.m. every night, and after she has moored the boxes of gold are loaded into a cutter, in charge of the bullion officer, and taken to the destroyers *Serpente* or *Indra*, the two boats detailed for the work, and which are anchored off the Lough Swilly coast. When the recovered bullion amounts in value to about a million sterling, the destroyer, with her precious cargo, steams for Chatham, whence it is taken, secretly and guarded, to the Bank of England.

The million specie in silver coins was recovered by the use of buckets, into which the divers scraped sand and mud from the bottom with their hands. After being drawn to the surface, the buckets were emptied on the deck, and minutely searched for coins by a party of sailors, who became known as the "scratching gang." On the deck of the *Racer* is a model of the appearance of the sea bed, where the *Laurentic* is hidden by sand and mud. It looks much like a house, and the protruding funnel provides the chimney stack.

## P. &amp; O. S. N. CO.

STEAMER FOR  
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS  
& LONDON.

Through Bills of Lading issued for Bateria, Persian Gulf, Continental America and South African Ports.

The Steamship "SICILIA," Captain E. C. Miller, R.N., carrying His Majesty's Mails will be despatched from this Port on or about THURSDAY, 15th NOV., 1923, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangements) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
MACKINNON, MACKENZIE & CO.

Agents.  
Hongkong, 8th November, 1923. [1543]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"AUTOLYOUS"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 7th November. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th November, will be subject to disposal.  
All Claims against the Steamer must be presented to the undersigned on or before the 27th November, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th November, 1923. [1537]

## S.S. "ANGKOR"

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 13th instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 17th instant, or they will not be recognized.  
All damaged packages will be examined on Tuesday, the 13th instant, at 10 A.M., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.

R. RODENFUESS, Agent.  
Hongkong, 7th November, 1923. [1546]

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
MANILA	"MINGSANG"	Friday, 9th Nov., 3 p.m.
SHANGHAI via SWATOW	"LOKSANG"	Sunday, 11th Nov., D.L.
BANGKOK via SWATOW	"HOPSANG"	Tuesday, 13th Nov., 10 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 13th Nov., 3 p.m.
TSINGTAU via SWATOW	"TAISANG"	Wednesday, 14th Nov., D.L.
SHANGHAI via SWATOW	"WINGSANG"	Friday, 16th Nov., D.L.
HAIPHONG via HOIHOW	"LEBSANG"	Saturday, 17th Nov., 10 a.m.
KORE via NOJI	"LAISANG"	Sunday, 18th Nov., D.L.
TIENSIN	"CHEONGSHING"	Monday, 19th Nov., Noon.
TSINGTAU via SWATOW	"TAKSANG"	Wednesday, 21st Nov., D.L.
SHANGHAI	"HINSANG"	Thursday, 22nd Nov., 3 p.m.
SANDAKAN	"CHUNSANG"	Thursday, 29th Nov., 10 a.m.
BANGKOK via HOIHOW	"KUTSANG"	Saturday, 1st Dec., 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 4th Dec., Noon.
KORE		

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, steamers calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when indicated on schedule.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 4,000 ton steamers, "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Whampoa and Canton.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

S.S. "NAMSANG" will be despatched on or about Tuesday, 13th Nov., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson &amp; Co., Ltd.

GENERAL MANAGER.

Telephone Central No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE  
OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENAPP"	17th Nov.	"GLENAMOY"	7th Dec.	Genua, London, Rotterdam and Hamburg.
"GLENATHENSIRE"	23rd Nov.	"GLENBARRY"	14th Dec.	Genua, London, Rotterdam and Hamburg.
"GLENLARA"	3rd Dec.	"GLENAPP"	30th Dec.	Genua, London, Rotterdam and Hamburg.
"GLENARVONSHIRE"	14th Dec.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

The Glen Line, Ltd., AGENTS.

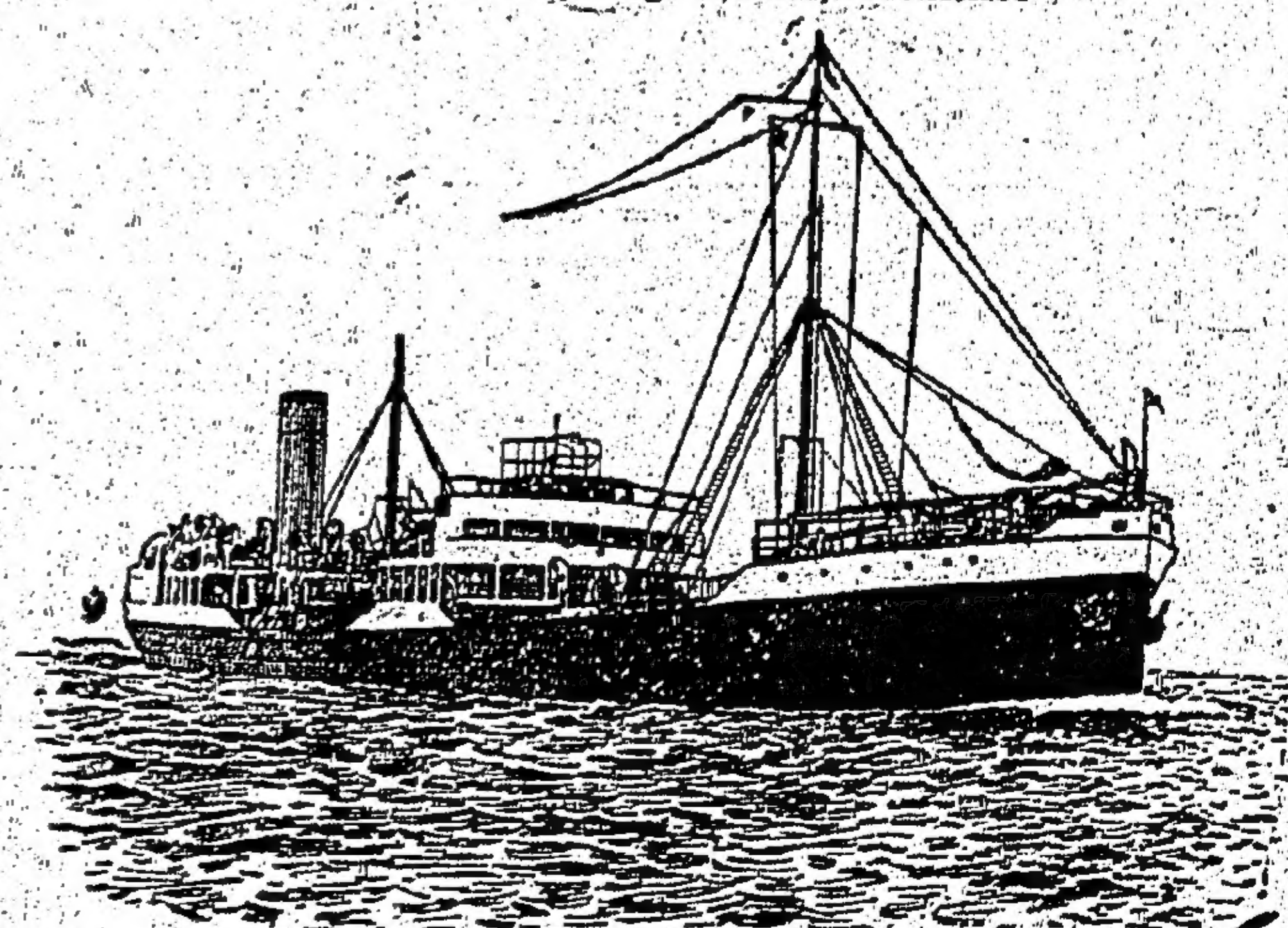
Telephone: Central No. 215 sub-ex. 22 and Central 2282.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.R.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



## OIL TANK STEAMER "PALUDINA"

427' 0" x 58' 1" x 31' 0" 8,400 tons d.w. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager;

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

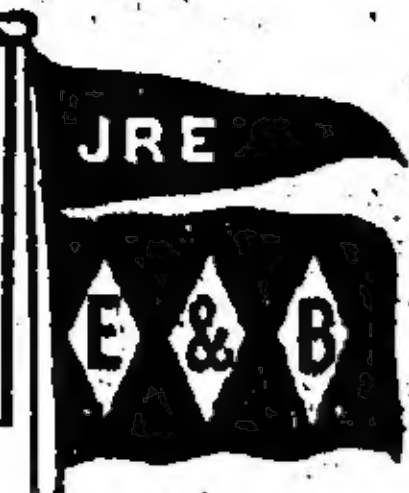






ELLERMAN &amp;

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF HANKOW" ..... 10th November ..... Havre, London, Rotterdam & Hamburg.

## PASSENGER SERVICE.

"CITY OF PARIS" ..... 13th November ..... Shanghai and Japan.  
 "CITY OF KARACHI" ..... 4th December ..... Marseilles & London.  
 "CITY OF PARIS" ..... 2nd January ..... Do.  
 "CITY OF CANTERBURY" ..... 21st February ..... Do.  
 "CITY OF YORK" ..... 30th March ..... Do.  
 "CITY OF CAIRO" ..... 18th April ..... Do.

## FARES TO LONDON.

SINGLES 1st Class "A" £2 2s. "B" £1 8s. 2nd Class "A" £1 2s. "B" £1 0s.  
 RETURN "A" £3 10s. "B" £2 10s. "A" £1 10s. "B" £1 0s.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 750).

or to: HOLYOAK, MASSEY &amp; Co., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## 'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

S.S. "TEUCER" ..... via Suez Canal ..... 15th Nov.  
 S.S. "AJAX" ..... via Suez Canal ..... 25th Nov.  
 S.S. "CITY OF CORINTH" ..... via Suez Canal ..... 4th Dec.  
 S.S. "CITY OF ATHENS" ..... via Suez Canal ..... 14th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## M. MESSAGERIES MARITIMES M.

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHILI	—	—	15th Nov.
PORTHOS	—	—	26th Nov.
ANGKOR	—	—	10th Dec.
CHAMBERLAIN	19th Oct.	22nd Nov.	10th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	26th Dec.
ANDRE LEBON	18th Nov.	20th Dec.	22nd Jan., 1924.
AMBOISE	30th Nov.	3rd Jan.	5th Feb., "

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class £ 55. 0s. 0d. 3rd Class £ 35. 0s. 0d.  
 STEAMERS 2nd " 55. 0s. 0d. " 35. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

Loading for HAVRE, ANTWERP, &amp; DUNKERQUE, about

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDINGS.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG Capt. W. C. Pasmora Friday, 9th Nov., at 1 p.m.  
 HAIPHONG Capt. Edna Walker Tuesday, 13th Nov., at 1 p.m.  
 HAIPHONG Capt. J. S. Thomson Friday, 16th Nov., at 1 p.m.

Arrive and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.

General Manager.

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## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO.

THE OSAKA MARINE &amp; FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

SRI LANKA, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, Etc.

## PENINSULAR &amp; ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Ton	From Hongkong (about)	Destination
"SICILIA"	8,813	15th Nov., Noon	Singapore, Penang, Colombo & Bombay
"MALWA"	10,241	16th Nov., Midnight	Mars., Gib., London & Antwerp.
"KALAN"	7,023	24th Nov.	Mars., Gib., London & Antwerp.
"RAJAN"	9,082	30th Nov.	Mars., Gib., London & Antwerp.
"SOUTHAN"	6,895	13th Dec.	Singapore, Penang, Colombo & B'way.
"DEVANHA"	6,895	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Mars., Gib., London & Antwerp.

## 1924.

S.S.	Ton	From Hongkong (about)	Destination
"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	8,840	8th Feb.	do.
"KALAN"	10,241	22nd Feb.	do.
"MALWA"	10,241	7th March	do.
"KASHGAR"	10,241	21st March	do.
"KHIVA"	9,097	4th April	do.
"KALAN"	10,241	18th April	do.
"MALWA"	10,241	2nd May	do.
"KASHGAR"	8,840	16th May	do.
"KHIVA"	9,097	30th May	do.

## BRITISH INDIA - APCAR SAILINGS

S.S.	Ton	From Hongkong (about)	Destination
"JAPAN"	6,052	16th Nov.	Singapore, Penang & Calcutta.
"TANDA"	6,856	6th Dec.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Ton	From Hongkong (about)	Destination
"EASTERN"	4,000	1st Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	4,000	5th Jan.	do.
"ST. ALBANS"	4,000	9th Feb.	do.

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver.  
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

S.S.	Ton	From Hongkong (about)	Destination
"TANDA"	6,856	14th Nov.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"SOUTHAN"	6,895	30th Nov.	Shanghai.
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	4,000	11th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	15th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	29th Dec.	do.
"SICILIA"	8,813	5th Jan.	Shanghai.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All cabins are fitted with Electric Fans free of charge.

Parcels (weighing not more than 24 lb. x 2 ft. x 1 ft.) will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For	BOSTON	and	NEW YORK
S.S. "EASTERN PRINCE"	—	—	on 26th November.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

St. George's Building

Telephone: Central 5164

Telegrams (Furness)

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## CHINA NAVIGATION CO., LIMITED.

Ports	Ships	Date of Departure
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 10th Nov., D.L.
SWATOW, SHANGHAI & PUKOW	"SZECHEWEN"	On 11th Nov., 10 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 13th Nov., D.L.
SWATOW & BANGKOK	"KALGAN"	On 13th Nov., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 13th Nov., 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 14th Nov., 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 15th Nov., 10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 17th Nov., D.L.
HOIHOW & BANGKOK	"LINAN"	On 17th Nov., 10 a.m.
SWATOW & SINGAPORE	"CHENOTU"	On 18th Nov., 10 a.m.
SWATOW, SHANGHAI & PUKOW	"KANCHOW"	On 18th Nov., 10 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 20th Nov., D.L.
SWATOW & BANGKOK	"KIUNGCHOW"	On 20th Nov., 10 a.m.
MANILA	"TEAN"	On 21st Nov., 4 p.m.

SHANGHAI LINE.—Excellent Suez accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fukuoka, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Far East and South China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok, via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

TELEPHONE CENTRAL 33.

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.)

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	At Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA"	In port	15th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

Telephone Central No. 36.

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.) Agent.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For BOSTON &amp; NEW YORK via SUEZ

S.S. "BOLTON CASTLE" ... sailing on or about 19th Nov.

S.S. "MUNCASTER CASTLE" ... sailing on or about 19th Dec.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £36.

## FOR SHANGHAI YOKOHAMA &amp; KOBE.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about Beginning Dec.

## FOR BRINDISI, VENICE &amp; TRIESTE

Via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "FIUME" ... sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about Early Jan.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" ... sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Telephone Central 1030.

Agents.

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## POST OFFICE NOTICE.

## GENERAL HOLIDAY.

On Monday, the 12th inst., the G.P.O. and the Branch Post Offices will be open as follows:  
 G.P.O. and Kowloon Branch—8 a.m. to 9 a.m. only.  
 Sheungwan Branch—8 a.m. to 9 a.m., and 3.30 p.m. to 4 p.m.  
 Wanchai, Saiyungpun, Tsamut, and Sham Shui Po Branches—8 a.m. to 9 a.m., and 3 p.m. to 4 p.m.  
 There will be no collection of letters from the pillar boxes, and no delivery of ordinary correspondence on Sundays, and also no delivery of registered letters from the G.P.O. at 9 a.m.  
 The Money Order Office will be entirely closed.  
 There will be one delivery from each of the Branch Post Offices at noon.  
 Owing to an outbreak of fire which occurred on board the M. M. steamer *Angkor* on the 13th ultimo all parcel mails on board for Hongkong were landed at Djibouti and will be brought on by a later steamer.

## INWARD MAILS.

FROM	PER	DATE
AUSTRALIA & MANILA	Victoria	10th Nov.
SHANGHAI	Yingchow	10th Nov.
U.S.A., Japan and Shanghai	Pres. Lincoln	11th Nov.
EUROPE via Negapatam (Letters and Papers, London, 11th Oct.)	Tunda	12th Nov.
LONDON, letters via Brindisi (18th Oct.)	Sarpelon	12th Nov.
SHANGHAI	Chili	12th Nov.
EUROPE via Suez (Letters & papers, London, 18th Oct. & parcels, 11th Oct.)	Kaiser I Hind	12th Nov.

## OUTWARD MAILS.

FOR	PER	DATE
Straits, Amoy and Foochow	Lorestan	Friday, 8th, 10.30 A.M.
Shanghai and Japan	Hainan	10.30 A.M.
Shanghai	Bangkok	1.00 P.M.
Manila	Hainan	2.30 P.M.
Shanghai	Pres. Lincoln	3.30 P.M.
Shanghai	Lianzhou	3.00 P.M.
Hoikow, Quikow and Tamsan	Fue Ping Wu	Saturday, 10th, 8.30 A.M.
Haiphong	Song Po	10.30 A.M.
Fort Bayard, Hoikow, Pakhoi & Haiphong	Tibodas	10.30 A.M.
Swatow, Amoy and Formosa	Huwei	2.30 P.M.
Straits and Calcutta	Amakura Maru	Sunday, 11th, 9.30 A.M.
Amoy	Nimmsay	Monday, 12th, 8.00 A.M.
Bangkok	Yingchow	9.00 A.M.
Swatow and Bangkok	Banks	9.00 A.M.
Straits	Kulpan	Tuesday, 13th, 8.30 A.M.
Swatow, Amoy and Foochow	Adriatic	10.30 A.M.
Wei Hai Wei	Haiphong	Noon
Saigon, Siam, Ceylon, Mauritius, India, Malacca, Aden, Egypt and Europe via Suez (Letters & parcels, 10th Dec.)	Hutchins	2.30 P.M.
Swatow, Amoy and New Zealand	Chili	Registration Letters, 2.45 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 25th Nov.	Taining	3.30 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, about 25th Nov.	Ali Mara	Registration Letters, 5.00 P.M.
	Changsha	Parcels, 14th, 5.00 P.M.
		Thursday, 15th, 1.45 P.M.
		Registration Letters, 2.30 P.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

(DIRECT)  
 "ADRASTUS" 18TH NOV. London, Rotterdam & Antwerp.  
 "MACHAON" 20TH NOV. London, Rotterdam & Hamburg.  
 "GLAUCUS" 24TH NOV. London, Rotterdam & Hamburg.  
 "SARPEDON" 11TH DEC. Marseilles, London & Rotterdam.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).  
 "KEEMUN" 20TH NOV. Genoa, Marseilles, Liverpool & Glasgow.  
 "OANFA" 1ST DEC. Marseilles, Harve, Liverpool & Glasgow.  
 "NINGCHOW" 17TH DEC. Genoa, Marseilles, Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).  
 "PROTESILAUS" 20TH NOV. Victoria, Seattle & Vancouver.  
 "ACHILLES" 18TH DEC.

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA).  
 "TEUCER" 15TH NOV. via Suez and Boston.  
 "AJAX" 25TH NOV. via Suez and Boston.

## PASSENGER SERVICE

"SARPEDON" 12TH NOV. for Shanghai.  
 "SARPEDON" 11TH DEC. for Singapore, Marseilles & London.  
 "PATROCLUS" 8TH JAN. for Singapore, Marseilles & London.  
 "MENTOR" 5TH FEB. for Singapore & London.  
 "TEIRESIAS" 11TH MAR. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
**BUTTERFIELD & SWIRE**  
 (JOHN SWIRE & SONS, LTD.)  
 AGENTS.

## ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAE  
MANAGER.

## COMMERCIAL.

## OPENING QUOTATIONS.

8th November, 1923.

ON LONDON—	Telegraphic Transfer	2/3 1/2
Bank Bills, on demand	2/3 1/2	
Bank Bills, at 30 days sight	2/3 1/2	
Bank Bills, at 4 months sight	2/3 1/2	
Credits, at 4 months sight	2/3 1/2	
Documentary Bills, 4 months sight	2/4 1/16	
ON PARIS—	Bank Bills, on demand	880
Credits, 4 months sight	817	
ON NEW YORK—	Bank Bills, on demand	50 1/2
Credits, at 30 days sight	52	
ON BOMBAY—	Telegraphic Transfer	183
Bank Bills, on demand	183	
ON CALCUTTA—	Telegraphic Transfer	183
Bank Bills, on demand	183	
ON SHANGHAI—	Bank Bills, at sight	nom.
Private, 30 days sight	103 1/2	
ON YOKOHAMA—	On demand	101 1/2
ON MANILA—	On demand	96 1/2
ON SINGAPORE—	On demand	132
ON BATAVIA—	On demand	nom.
ON HANKOW—	On demand	81 1/2
ON HONGKONG—	On demand	8 1/2
SOVEREIGN, Bank's Buying rate	48 1/2	
Gold LEAF, 100 fine, per tael	48 1/2	
BAR SILVER, per oz.	32	

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
 Authorized Capital ... \$50,000,000  
 Issued and Fully Paid-up ... \$30,000,000  
 Reserve Funds ... \$4,500,000  
 Securities ... \$24,500,000  
 Reserve Liability of Proprietors \$30,000,000

Court of Directors:  
 Hon. Mr. A. O. LANG—Chairman.  
 D. G. M. BERNARD, Esq.—Deputy Chairman.  
 A. H. COMPTON, Esq. W. L. PATTERSON, Esq.  
 G. M. DODD, Esq. J. A. PLUMMER, Esq.  
 G. T. M. EDKINS, Esq. N. L. WATSON, Esq.  
 Hon. Mr. P. H. HOLYONK. H. P. WHITE, Esq.

Chief Manager:  
 Hon. Mr. A. G. STEPHEN.  
 Acting Manager: Hongkong—J. MCALISTER, Esq.  
 Manager: Shanghai—G. H. BUTT, Esq.

LONDON BANKERS:  
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 18th October, 1923. [27]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.  
 For the HONGKONG & SHANGHAI BANKING CORPORATION.  
 A. G. STEPHEN, Chief Manager.  
 Hongkong, 14th November, 1922. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000  
 Reserve Fund ... £3,800,000  
 Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
 A. H. FERGUSON, Manager.  
 Hongkong, May 8th, 1923. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 80,000,000  
 Capital (Paid-up) ... Yen 52,500,000  
 Reserve Funds ... Yen 12,980,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:  
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
 FORMOSA—Gilan, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shingien, Taichu, Tainan, Takow, Tamsui, Tohyen, Ake.  
 CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton, OTHERS—Hongkong, Bangkok, Singapore, Sourabaya, Samasong, Batavia, Bombay, London, New York.

LONDON BANKERS:  
 LONDON COUNTRIES WESTMINSTER AND PARIS BANK.  
 The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Java and other Dutch Indies, Australia, America, etc.  
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

HONGKONG BRANCH:  
 S. KONDOH, Manager.  
 4, Des Vaux Road, Hongkong, 15th September, 1922.

## THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000  
 Subscribed Capital ... £1,800,000  
 Paid-up Capital ... £1,050,000  
 Reserve Fund ... £1,200,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY &amp; MIDLAND BANK, Ltd.

BRANCHES:  
 Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Siam, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis (Mauritius), Delhi, Kota Bharu.

HONGKONG BRANCH:  
 Every description of Banking and Exchange business transacted.  
 INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates (as may be ascertained on application).  
 N. C. WILSON, Manager.  
 7, Queen's Road Central, Hongkong, September 24th, 1923. [30]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000  
 Paid-up Capital ... Frs. 65,400,000  
 Reserve Fund ... Frs. 59,997,353.54

BRANCHES:  
 Bangkok, Hongkong, Saigon, Batavia, Hankow, Shanghai, Canton, Peking, Nanking, Tientsin, Hankow, Peking, Yunnan, Hanoi.

BANKERS:  
 IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.  
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.  
 IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of banking and exchange business transacted.  
 O. E. GOY, Acting Manager.  
 Hongkong, October 1st, 1923. [32]

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Vaux Road C., HONGKONG.

Authorized Capital ... \$10,000,000  
 Paid-up Capital ... \$5,000,000  
 Reserve Fund ... \$600,000

DIRECTORS: Mr. Fong Wai Tsin, Chairman, Mr. Chow Chou, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. B. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager: Mr. Kan Tong Po, Asst. Manager: Mr. Li Tse Tong.

BRANCHES &amp; AGENCIES: LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

London Bankers:—The London Joint City and Midland Bank, Ltd.  
 Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
 Interest allowed on Current Deposit Accounts at the rate of two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:  
 For 3 months at the rate of 3 per cent. per annum  
 For 6 months at the rate of 4 per cent. per annum  
 For 12 months at the rate of 5 per cent. per annum  
 KAN TONG PO, Chief Manager.  
 Hongkong, February 28th, 1923. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 73,000,000  
 Reserve Funds ... Yen 8,229,425.54

HEAD OFFICE: YOKOHAMA.  
 Branches and Agencies at:  
 Batavia, Kobe, Soerabaya, Rangoon, Hongkong, London, San Francisco, Calcutta, Lyons, Los Angeles, Shanghai, Dairen (Dairen), Nagasaki, Fungien, (Mukden), Newchwang, Hankow, Osaka, Tientsin, Hankow, New York, Tokyo, Honolulu, Peking, Tientsin, Harbin, Kio de, Tientsin, Kail fuen, Janeiro, Vladivostok.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.  
 T. NISHIYAMA, Manager.  
 Hongkong, 17th Sept., 1923. [33]

## NEDERLANDSCHE HANDEL, MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 £2,333,333  
 Paid-up Capital ... F. 80,000,000 £2,886,568  
 Reserve Fund ... F. 19,769,180 £1,647,439  
 Special Reserve ... F. 22,660,000 £1,888,128

Head Office:—Amsterdam.  
 Branches at:  
 The Hague, Rotterdam, Batavia, Singapore, etc.

BRANCHES:  
 Bandjoeasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta (Solo), Cheribon, Pecalang, Tegal, Pannar, Pontianak, Tjuntjap, Djokjakarta, Rangoon, Weltevreden, Kobe, Samarang, etc.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Bank buys and sells and receives for collection Bills of Exchange, issued for letters of credit on its Branches, and is responsible in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business at every description.  
 W. H. GROSKAMP, Agent.  
 Hongkong, August 14th, 1923. [37]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)  
 Authorized Capital ... \$80,000,000.00  
 Paid-up Capital ... 15,278,600.00  
 Reserve Funds ... 8,229,425.54

HEAD OFFICE:—PEKING.  
 HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China and Correspondents in Europe, America, and other parts of the world.  
 London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.  
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.  
 Every description of Banking Business transacted.  
 Loans granted on approved securities. Special facilities for Home Exchange.  
 T. SUYUE PEI, Manager.  
 Hongkong, September 6th, 1921. [38]

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